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# Hongkong Daily Press.

ESTABLISHED 1857.

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WILL FIND AN

ORIGINAL AND ARTISTIC SELECTION

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CUTLER, PALMER  
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PRICE \$1.75 PER DOZEN

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Bleed  
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Distillations of the  
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1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 1.45 p.m.	Every 10 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 7.00 p.m.	Every 10 minutes.
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11.00 a.m. to 1.00 p.m.	Every 15 minutes.
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SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.	
JOHN D. HUMPHREYS & SON, General Managers.	
Hongkong, 1st October, 1902.	[a2612]

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Hongkong, 4th April, 1901. [a2584]

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CANADIAN CHEESE,  
IN JARS (MEDIUM AND SMALL).

Wholesale and Retail from

LANE, CRAWFORD & CO.,  
SOLE AGENTS.  
Hongkong, 22nd October, 1902. [a2808]

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PORTLAND CEMENT.

In Casks of 375 lbs. net \$6 per Cask ex Factory.  
In Bags of 250 lbs. net \$5.75 per bag ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Ho gong, 3rd December, 1902. [a3281]

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No. 16, LYNDHURST TERRACE.  
JUST RECEIVED A Large and Fashionable Stock of Ladies' and Gentlemen's Cloths; Various Kinds of Dress Stuffs; Coloured Silk and Satin; Lace; Handkerchiefs; Silk; Woollen and Sequin Trimmings; Ladies' Gentlemen's, and Children's Boots, Shoes and Slippers; Coatings of Tweeds and Serges; Woollen Stockings, Suspenders and Focks; Linen Table Cloths and Napkins; Turkish Towels; Assorted Kinds of Toys; Xmas and New Year Cards, &c.  
Hongkong, 9th December, 1902. [a3275]

## LANE, CRAWFORD & CO. FURNISHING DEPARTMENT.

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Less old than the above.

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EVERYBODY SHOULD TRY THESE ITEMS

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\$22 PER DOZ.

This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassal.

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\$15.75 PER DOZ.

A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste.

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DENTS WALKING AND DRIVING GLOVES,  
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(HOTEL-SANITARIUM OF SOUTH CHINA)  
MACAO

HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home. A most pleasant retreat for those desirous of a few days rest and quiet. Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. One steamer (s.s. Hengshan), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.  
Cable Address—"BOA VISTA."  
For Terms, apply to THE MANAGER. [a3165]

## THOMAS' HOTEL.

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THIS Hotel, having changed hands, has been re-fitted after the style of a First-Class European Hotel, with rooms on suite and single, furnished with every regard to perfect comfort and convenience. The Hotel is in very close proximity to the principal Banks and Shipping and Mercantile Offices.  
MODERATE TARIFF.  
Hongkong, 20th December, 1902. [a3403]

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THE CHEAPEST HOTEL in Macao. Beautifully situated in Praya Grande next to Government House.  
Telegraphic Address: "Internacional."  
Apply to THE MANAGER. Hongkong, 4th October, 1902. [a2651]

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Premiums Moderate.	Conditions Liberal.
Annual Revenue	\$1,300,000.
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"Only solid benefits, together with capital organisation and honourable, and liberal treatment of all who come in contact with the Office could produce such a record as the 'Standard' has shown ever since 1805."—The Policy-Holder.	
For Full Particulars apply to—	
Messrs. DODWELL & CO., LD., Agents. [7—a1797]	

## HOTELS.

### HONGKONG HOTEL

A First Class Hotel in every respect. Elegantly Furnished Reading, Drawing Room, and Smoking Rooms. Private Bar and Billiard-Rooms for Hotel residents. Dining Accommodation for 800 persons. Private Dining Rooms. Special Dining Room for large parties. Ladies' Afternoon Tea Rooms with European Matron in attendance. Ladies' Cloak Room. Ping-Pong Room. Hydraulic Elevators to every floor. Electric Lighting. Electric Fans (if required). Hot and Cold Water throughout. Wines and Groceries specially imported by the Hotel. Wines ordered by Hotel refrigerating machinery. Hotel Linen washed on the premises by machinery. Bedroom Accommodation—131 rooms. Fire Extinguishing Mains and Emergency Exits on every floor.

CHARGES MODERATE.

H. HAYNES, Manager. [a49]

## THE

### PEAK HOTEL.

Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.

Telephone No. 29.  
Town Office: 7, DUDDELL STREET. [a59]

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL. Ladies' Afternoon Tea Rooms. Private Bar and Billiard-Rooms. Rooms specially reserved for Captains of the Mercantile Marine. Hot and Cold Water throughout. Electrically Lighted. Electric Passenger Elevator to each floor. Table D'Hote at separate tables. For Terms, &c., apply to the MANAGER. Hongkong, 24th October, 1902. [a2829]

## HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the Train Terminus. Tel. 58. For Terms, apply to the MANAGER. Hongkong, 2nd July, 1900. [a32]



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ESTABLISHED A.D. 1841.

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LIMITED.

## SPECIALITIES

FOR THE

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Of the Finest Quality and Vintage.

## CHAMPAGNE.

JULES MUMM &amp; CO.

A Wine for Connoisseurs.

## WATSON'S



## SCOTCH WHISKY.

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Quality Guaranteed.

## CLARETS.

Imported from the best growers  
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Of the highest class in great  
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THE HONGKONG DISPENSARY.

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Correspondents must forward their names and ad-  
dresses with communications addressed to the Editor  
not for publication, but as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.

No communications signed communications that have  
already appeared in other papers will be inserted.  
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Litho's

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## BIRTH.

On the 20th December, at "Tan Mo" (West),  
Peak Road, the wife of JOHN A. JURY, of a son.

## DEATH.

On the 20th December, at 9.30 p.m., at 33, Holly-  
wood Road, MURCHERIE MANECKJEE MEHTA,  
manager, Messrs. Tata & Co., Hongkong, aged 55  
years. Deeply regretted. China and Indian papers  
please copy.

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 22nd December, 1902.

It is hardly likely, seeing the importance  
of the matter to the United States, that the  
British cable now laid in the Pacific Ocean  
will long remain solitary. Compared with  
the Atlantic, the distances alone in the  
Pacific but a short time ago seemed insur-  
mountable; and that cause alone was the  
reason why for so long a period the British  
Government and the British people stood  
aloof from an undertaking the advantages of  
which were so self-evident. For the pur-  
poses of the Empire the line has been laid  
in the most direct and suitable direction,  
and it cannot but be a source of satisfaction  
that the British Empire now possesses in  
its own hands telegraphic communication  
round the entire globe. Curiously, the line  
at once the most important and the shortest  
for British purposes seems as if almost of  
pervasive intention to cross the main require-  
ments of the rest of the world. The  
Government of the United States since the  
acquisition of Hawaii and the Philippines, next  
to that of Great Britain, stands most in need  
of direct communication across the wide  
ocean; yet by a strange fatality the line of  
the present cable scarcely offers a single  
link. Since the beginning of the year that  
Government has announced its intention of  
being prepared to treat for the laying of a  
practicable cable, but for some reason or  
other one delay after another has intervened

There is no doubt that the prospect of an  
American line being laid in advance of their  
own stimulated the British colonies in  
their insistence, and enabled them to bring  
a considerable amount of pressure to bear  
on the Home Government; but from some  
not very apparent reason the United  
States held back during the year, and  
nothing has as yet been done. It is, how-  
ever, not unworthy of notice that the one  
proposal that came before the American  
Government, but was rejected by Congress,  
was from an English company—the  
Associated Eastern Telegraph Lines. The  
policy of these companies, though quite  
understandable from the narrow commercial  
standpoint from which alone they regarded  
it, could scarcely be looked upon as patri-  
otic, or consistent with high or permanent  
ends. We have always given the prom-  
oters of those companies credit for the lofty  
aims that influenced them in the first  
instance, when the existence of a means of  
telegraphic communication with India and  
the Colonies was a matter of moment to  
the Empire, while the prospects of the  
profitability of the lines were far from  
assured. The lines having proved a  
financial success beyond the hopes  
of the most sanguine, it might have been  
anticipated that the original spirit in  
which the cables had been laid would  
have induced the representatives of the  
companies to deal liberally with the Govern-  
ment that had certainly on its side been  
loyal to them. By that time, however, other  
counsels prevailed; and the original success  
was turned into a means of blocking, so far  
as it could, all extra progress. Although  
we have to thank the Companies for having  
laid an important section of the round-the-  
world cable in the line now connecting  
Africa and Mauritius with Australia,  
the action that prompted the laying of that  
line and the scarcely concealed hope that  
thereby they would prevent the cable  
between Canada and Australia becoming an  
accomplished fact are hardly likely to be  
forgotten. It was apparently a continuance  
of the self-same policy of blocking the  
particularly obnoxious line between Van-  
couver and New Zealand that induced the  
Companies to send in a tender to the United  
States Government for the laying of a  
Trans-Pacific cable to join the States with  
their Asiatic colonies. But if British  
statesmen have been anxious above all  
other things that in order to prevent com-  
plications in the event of hostilities, it was  
in the best interests of the country that the  
cables should be in British hands, the same  
principle turned out to be uppermost in the  
minds of Congress. The effect has been  
that the United States, and we may add  
China, are for the moment practically  
almost as much isolated as ever. San  
Francisco is scarcely, if at all, brought  
nearer to Manila by the laying of the new  
cable, nor is there any possibility of insert-  
ing a link which would practically reduce  
the distance.

Although, then, the opening of the all-  
round British cable is an event of great  
interest to the world at large, and an  
enormous stride in the progress of world-  
telegraphy, it may be looked upon rather as  
an incentive than an hindrance to the laying  
of the United States line. The United  
States have large commercial as well as  
political connections with the Sandwich  
group; their political relations with the  
Philippines are at the moment of the most  
pressing nature. In addition to this there  
is now, what did not before exist, the  
incentive of another line successfully laid.  
It cannot be said that the difficulties to be  
surmounted in laying a line from the  
American coast to Honolulu, and thence by  
the Gilbert Islands or the Ladrões, are  
any greater than those just successfully  
overcome. Looking at the probabilities of  
the case, and the many interests concerned,  
the chances are rather that the means of  
trans-Pacific intercommunication will even  
in the near future be largely increased than  
that the nations will be satisfied for long  
with the one line.

According to a notification in the *Gazette*,  
Christmas Day, the 26th December, and the 1st  
January will be observed as public holidays.  
The holiday on the 26th inst. does not extend  
to the Police Magistrate's Department.

The meeting of the Legislative Council called  
for Monday at 2 o'clock is postponed till  
Tuesday at the same time owing to the pro-  
longation of the Criminal Sessions preventing  
the attendance of the Attorney-General.

While a couple of bluejackets were riding  
along Queen's Road yesterday afternoon on a  
tandem, the machine collided with a ricksha  
opposite the Hongkong Hotel and the cyclists  
were thrown. The chain of the tandem  
snapped. The ricksha-puller appeared to be in  
fault. When he saw the consequences of the  
collision he fled with his vehicle, but one of the  
tars went in pursuit to execute summary justice  
upon him. In the course of this proceeding  
the ricksha was overturned and a big crowd  
quickly collected. At this stage the police  
intervened, with what result will no doubt  
emerge at the Magistrate's.

Late Telegrams will be found to-day on  
page 5.

The appointments are notified in the *Gazette*  
of Mr. J. Macdonald as Government Marine  
Surveyor; and of Mr. W. A. Crake as Assistant  
Surveyor; and of Mr. W. Orchar as Second Assistant  
Marine Surveyor.

H.E. the Governor has appointed the follow-  
ing to be members of a board for the examina-  
tion of interpreters:—The Registrar-General  
(chairman), the Inspector of Schools, Mr.  
F. A. Hazland, and Mr. C. Clement (secretary).

The commotion in Seoul appears to be sub-  
siding. Li Yong-ik's enemies are now said to  
be satisfied with his fall from official high  
places, and to be willing that the proceedings in  
impeachment should be abandoned. It would  
seem, therefore, that there are not to be any of  
the assassinations usual in Corea.

*L'Echo de Chine* says, with reference to the  
Siamese Convention, that since its signature,  
Siam has instituted a service of sanitation  
under the direction of French engineers; a  
bacteriological institute has been created with  
French doctors at its head; the Government has  
engaged French professors; it reserves to the  
French a vast concession in the tank-  
wood forests in the valley of the Meung; and it  
has embodied a French company which assures  
a bi-monthly postal service between Bangkok  
and Saigon.

The teaching of scouting is to become a  
permanent feature of training in the British  
Army, and this branch of instruction will be  
based on the Italian principle, one of the best  
extant. Every infantry battalion will have a  
trained scouting company drawn from the  
mounted infantry section. The best riders and  
shoots will be selected, and will undergo a course  
of instruction in scouting. The establishment  
of each company will be one officer and twenty  
non-commissioned officers and men. They will  
be mounted, having also a spare horse for each  
two men, and their equipment will be a carbine,  
revolver, and a pair of powerful field-glasses.  
General Baden-Powell's *Art of Scouting* will  
be their text-book; and initiative their aim.

Sealing vessels arriving at Victoria, B.C.,  
last month, from the fishing grounds on the  
Russian coast just south of Behring Straits,  
brought a hearsay report that a Japanese  
schooner, the *Chidase Maru*, having called in  
for water near Vladivostok, was attacked by  
boats, who attempted to capture the schooner.  
A fight ensued, and the Russians were beaten  
off, but returned to the attack and seized the  
schooner. Three Japanese were killed. An-  
other Japanese vessel is reported as having been  
sunk by the guns of a Russian cruiser off the  
Cape Horn. The crew was rescued. These  
incidents are supposed to be connected with the  
violation by Japanese vessels of Russian laws,  
forbidding foreign vessels to seal within  
Russian waters. It is curious that we have  
heard nothing of this from Japanese sources.

The *Shanghai Express* remarks with much  
satisfaction:—"There is now a rumour, which  
it is to be hoped rests upon a more solid basis  
than most of the forerunners, to the effect that  
the troops at present stationed at Shanghai will  
be withdrawn from that port, and established  
at Weihaiwei, to be handy in the event of  
contingencies which may not be so remote as  
the sanguine are prone to imagine. If this con-  
templated move from Shanghai to Weihaiwei  
becomes an accomplished fact, it is a perfectly  
safe guess that the increase in the population  
of our neighbourhood will redound considerably  
to our benefit. Additional barracks will have to  
be erected, and a great increase in the supply  
of food-stuffs, clothing, and other necessities will  
follow, and there is no doubt that the bulk of  
this business will pass through the hands of the  
merchants in Chefoo." Private advices from  
Weihaiwei make no mention of this.

The Parsee community of Hongkong has lost  
another esteemed and familiar figure in the sudden  
death of Mr. Muncherjee Maneckjee Mehta, who  
has so long represented the well-known Parsee  
firm of Tata & Co. for the last six years in this  
Colony. The deceased gentleman's experience  
in China trade extended to over eighteen years.  
He came to the Far East in 1885, and resided at  
Amoy, Foochow, Tainanfo, Shanghai, and  
Hongkong. Owing to his extremely affable and  
kindly nature he had earned the esteem not only  
of the members of his own community, but  
also of all British Indians here. Mr. Mehta  
died at the age of 55 years of sudden failure  
of the heart, following an acute attack of congestion  
of the lungs. The funeral took place yesterday  
morning and was attended by all the Parsees  
and a large number of British Indian  
merchants. Mr. Mehta was a trustee of the  
Parsee charity funds.

The Kinohau undig for 1903, as announced  
in a Berlin telegram of the 19th inst. to the  
*Ostasiatische Lloyd*, published in our junior  
evening contemporary, on Saturday, is as  
follows:—

RECEIPTS:	Marks
From Kinohau	455,000
From Government	12,421,000
EXPENDITURES:	Marks
Recurrent expenses	983,000
Civil Government	2,441,755
Military	1,934,000
Joint payments	1,830,397
	5,389,152
Non-recurrent expenses:	
Harbour constructions	2,000,000
Mining, etc.	1,934,000
Houses, godowns, etc.	2,000,000
Training of streams and afforestation	106,000
Defence	790,000
Lighthouses, buoys, etc.	49,000
Floating dock	1,500,000
Workshops, etc.	60,684
Reserve	
	12,876,000
	12,876,000

Mr. Louis Gros, who came out from Lyons  
as silk inspector to Messrs. Strachan and Co.  
over 20 years ago, died at Yokohama on the 5th  
inst. aged 52.

A serious famine is prevailing in the Pasa-  
doras. Almost the whole of the population of  
the islands are near starvation. The cereals  
are exhausted and the people are living on sea-  
weed and the vines and leaves of the sweet  
potato. Out of a population of 53,114, more  
than 8,900 have been obliged to leave to seek  
work and food, and 7,377 people are receiving  
relief. Subscriptions are being collected at  
Formosa.

A memorial tablet has been placed in the hall  
of the British Consulate-General, Shanghai,  
bearing the following legend:—"In Memory  
of Edward Colborne Baber, H.B.M.'s  
Consul at Swatow. A distinguished explorer  
whose travels added greatly to the know-  
ledge of Western China and won for him  
the honour of the Royal Medal of the R.G.S. in  
1883. Born 30th April, 1843. Died 16th June,  
1890, at Blauvo where he was employed as  
Adviser of Chinese Affairs to the Government of  
Burmah. This tablet has been placed here by  
some of his many friends in H.B.M.'s consular  
service in China."

The rumour gains ground, says the *Naval &  
Military Record*, that Lord Charles Berosford  
will be offered the command of the Channel  
squadron in succession to Sir A. K. Wilson,  
and it is believed that his lordship will accept  
the post, if offered to him, since this command  
has long been one of his ambitions. In some  
quarters it is thought that the now notorious  
Cannon Street speech, combined with subsequent  
attacks upon the "Thinking Department" may  
influence the Board against Lord Charles  
Berosford. It seems probable, however, that  
the Admiralty will prefer to remember the good  
service which Lord Charles has performed in  
the last years when money could alone be  
obtained from the Treasury by persistent and  
spirited appeals to the public. There is another  
important consideration to be kept in view, and  
one not likely to escape attention at Whitehall.  
Lord Charles Berosford is one of the most  
popular men and speakers in the country; he is  
probably the only British admiral known to the  
man in the street at all well. Consequently, if  
wer broke out within the next five or ten  
years, it is highly probable that Lord Charles  
Berosford would be clamoured for by the Press  
and the people, and that the Admiralty, *volens  
colens*, would have to give him command of a  
squadron. In view of this probability, to say  
nothing of the admiral's personal claims, it may  
probably be held desirable at Whitehall to  
afford Lord Charles as much experience in the  
handling of fleets as possible.

## SUPREME COURT.

Saturday, 20th December.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M.  
GOODMAN (CHIEF JUSTICE).

THE CHARGE OF MANSLAUGHTER AGAINST  
BUILDING CONTRACTORS.

The hearing was resumed of the case in which  
Tam Kit and U Cheung, contractors, were  
charged with manslaughter in connection with  
the Second Street fatal collapse.

Mr. Slade, barrister-at-law, in making his  
concluding address, said that in order to find a  
man guilty of manslaughter by negligence or  
manslaughter of any kind there must be proved  
against him by the Crown some personal act  
amounting to gross negligence, not merely  
ordinary negligence or carelessness such as  
would expose him to a civil action, but very  
gross negligence.

His Lordship said he would leave the point of  
gross negligence to the jury.

Mr. Slade, continuing, said the act itself  
must be *malum in se*, not merely *malum prohi-*  
*bitum*.

His Lordship pointed out that in the case  
which he had referred to on the previous day,  
that of a man who left a gate open leading on  
to a railway (*Times Law Reports* for the week  
ending 12th November, 1902, Vol. XIX, No. 2,  
p. 37) it was clearly laid down that such act  
must not necessarily be *malum in se*.

Mr. Slade said he would not attempt to argue  
against the authority of that case.

His Lordship stated that he proposed to leave  
these points to the jury. Was the death of the  
boy Wong Chun caused by the collapse of  
No. 12, Second Street? Was that collapse  
caused by the fall of the wall in No. 10? Was the  
fall of the wall in No. 10 occasioned by the neglect  
of the defendants or either of them and which?  
Did they use reasonable care and skill in the  
construction of No. 10? Then, if so, was such  
neglect so gross as to amount to culpable negli-  
gence? These, he thought, covered the whole  
ground.

Mr. Slade then resumed his address, which  
continued till half past 12 o'clock.

The Attorney-General having also addressed  
his Lordship on the points of law and the jury  
on the facts.

The Court adjourned until to-day at 10 o'clock.

## A POLICE BOAT CAPSIZED.

NARROW ESCAPES.

On Saturday while P.O. 98 Baker and a crew  
of five Chinese were conveying rations to the  
station on Yungshwan Island on the other  
side of Hongkong, their boat (No. 7) while  
under sail was struck by a sudden squall and  
capsized. All the occupants of the boat were  
thrown into the water. Luckily there were  
some fishing-boats near at hand and the crew  
were rescued, though not without difficulty, not  
without being in great danger of losing their  
lives, for the currents at the place where the  
accident occurred are very strong and treacher-  
ous. The rescued crew was fishing-junk 3,607;  
master, Fan Yung. The police-boat crew were  
taken in Aberdeen, in fishing-boat 6,586. All  
the rations and loose fittings were lost, and  
Constable Baker also lost his caps and other  
accoutrements.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

NEW ORISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 7th December, 7.58 p.m.

FOREIGNERS TO BE EXTER-  
MINATED.

A reliable letter from Shensi says that

General Tung Fu-hsiang is in Kansu pre-  
paring ten thousand well-found troops  
and buying large quantities of grain and  
fodder for his soldiers. His intention, it is  
believed, is to exterminate all foreigners in  
the provinces of Shensi and Kansu and  
to seize Hainanfu. A friendly official is advis-  
ing all foreigners to leave Kansu. The  
Chinese authorities at Peking appear to be  
unwilling or powerless to control Tung  
Fu-hsiang. Viceroy Chang Chih-tung is  
disgusted and earnestly desires to retire.

## REUTERS'S SERVICE.

LONDON, 18th December.

## VENEZUELA.

It is announced at Washington that America  
will not resist a blockade of Venezuelan ports if  
the Powers enforcing the blockade recognise a  
state of war.

Mr. Bowen, United States Minister at  
Caracas, has, owing to pressure of work,  
instructed Admiral Dewey to send a competent  
officer to Caracas to act as assistant U.S.  
Minister, the officer selected to leave with the  
destroyer which is to serve as a despatch-boat  
in the event of the cables being cut.

LONDON, 18th December.

## THE KING'S SPEECH.

The King's speech in proroguing Parliament  
mentions the agreement between Great Britain  
and Japan, whereby the two governments have  
bound themselves to assist one another in  
certain eventualities for the defence of their  
respective interests. It believes that the  
agreement will be to the advantage of both  
nations, and that it will contribute to the main-  
tenance of peace in the East.

The commercial treaty with China, it says,  
promises to secure, not only to Great Britain,  
but to the world, valuable facilities and advan-  
tages. The treaty contains some provisions of  
great value, which, unlike other treaties with  
China, do not require the assent of other  
powers.

LONDON, 19th December.

BRITISH COLUMBIA AND THE  
JAPANESE.

The judicial committee of the Privy Council  
has delivered judgment, upholding the right  
of British Columbia to exclude naturalised  
Japanese from the franchise.

## VENEZUELA.

General Castro has invested Mr. Bowen  
United States minister at Caracas, with full  
powers to effect a settlement of the dispute with  
England and Germany. This, which is taken,  
as another indication that Venezuela is disposed  
to yield, has been received with satisfaction in  
England, where the British co-operation with  
Germany is greatly disliked.

LONDON, 19th December.

## VENEZUELA.

Great Britain has replied to the American  
suggestion regarding arbitration in a manner  
rendering a satisfactory settlement of the  
dispute probable, but she will deal with America  
only, ignoring General Castro entirely. Ger-  
many and Italy have replied similarly, and an  
extensive exchange of views regarding the form  
of the conditions is still proceeding preparatory  
to the framing of a joint reply.

## FATAL ASSAULT IN SHIP STREET.

JAPANESE SAILOR IN CUSTODY.

On Saturday night it was reported that a  
fatal assault had been committed in Ship Street.  
On going to the spot, the police found the story  
to be only too true. A Japanese woman had  
been cruelly beaten to death. The tragedy  
took place at 13, Ship Street, the house in which  
the deceased woman lived. From information  
received, a Japanese seaman was arrested by the  
authorities on the charge of being concerned in  
the affair, and he is now in custody. As is  
usual in such cases, the police are reticent in  
giving particulars of the case. So far as can  
be gathered, however, the Japanese sailor who  
has been arrested in connection with the fatal  
assault is supposed to be the husband of the  
woman who was killed. It is alleged that the  
man visited her at the house in which she resided,  
that a quarrel ensued and that, as a consequence  
of the quarrel, he beat and kicked her to death  
in a most brutal manner.

The accused will in all likelihood be brought  
up at the Magistrate's to-day and remanded to  
flow of further enquiry being made.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the  
opinions expressed by our correspondents.]

DR. THOMSON ON MOSQUITOES.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 19th December, 1902.

SIR,—I am much indebted to your corre-  
spondent "B" for his courteous letter in your  
issue of this morning, including an extract from  
a paper on yellow fever by the Surgeon-  
General of the U.S. Army, who is entitled to  
speak with authority on this subject.

1. It corrects an erroneous impression left  
by one of the speakers at the Old Volume  
conversations, to which I had no oppor-  
tunity of reply on account of the lateness  
of the hour. My statement regarding the  
possibility of yellow fever reaching Hongkong  
through the direct shipping communication  
about to be established with an endemic  
region was described as "alarmist," on the  
ground of a belief that it only pre-  
valds within ten degrees of the Equator.  
Surgeon-General Sternberg's statement of its  
geographical distribution is evidence that it  
may be epidemic and endemic forty degrees from  
the Equator; and as a matter of fact Hongkong  
is in exactly the same latitude as Mexico and  
Cuba, where it is continuously endemic.

2. Surgeon-General Sternberg in the passage  
quoted is curiously inconsistent. After show-  
ing that it has been carried to such places as  
Spain and Portugal, and the West Coast of  
Africa, and has there frequently been epidemic,  
he proceeds to argue, on theoretical considera-  
tions, that it is unlikely to be carried by ship-  
ping to distant seaports. His geography may be  
translated into the general statement that  
yellow fever has in the past been landed  
practically in every locality having direct  
shipping communication with the endemic  
area, i.e., up and down the coasts of  
America and across the Atlantic. He does  
not mention, but it is the fact, that cases  
have been landed in both France and England,  
not very much nearer to central America than  
Hongkong. That it has not spread in the clim-  
atic and hygienic conditions existing in Europe  
does not touch the question; the point is, that  
yellow fever has been frequently landed in  
different European countries by ships carrying  
it from the West Indies and Central America.

3. Surgeon-General Sternberg's article states  
that "the mosquito which serves as an inter-  
mediate host for the yellow fever germ has a  
somewhat restricted geographical range." Here,  
however, in Hongkong there is no more common  
mosquito than the black-and-white "tiger" mosquito, *Stegomyia scutellaris*,  
as closely related to the *Stegomyia fuscicornis*  
to which yellow fever has been traced in  
Cuba, as are the various species of anophelids,  
which indifferently transmit malaria, to each  
other. And, as I said in my lecture, I find  
that its habits correspond in every detail with  
those of the Cuban variety.

4. The grounds on which I have been accused  
of being "alarmist," viz., the latitude of Hong-  
kong and its distance from Mexico, both fall  
before the facts. "Facts are stubborn things,"  
and the facts are with me in my assertion  
that there is grave danger to this  
Colony in the opening of direct steam  
communication with a country in which  
yellow fever is endemic. I do not wish to be  
"alarmist"; and I do not pose as a prophet.  
It may be that no case of yellow fever will  
ever reach Hongkong; it may be that the large  
well-equipped sanitary staff now existing  
would stamp it out forthwith, even if it did  
appear among us. But two facts are undoubted,  
viz. (1) that all experience is in favour of our  
having one long to deal with yellow fever  
under the new conditions about to be established,  
and (2) that *Stegomyia*, the transmitter of  
yellow fever, abounds in Hongkong.

5. But, Mr. Editor, while opinion as to the  
bearing of the facts I have referred to may be  
divided, I hope that side issues will not be  
allowed to turn public attention from the main  
subject, as so frequently happens in other  
matters. After eliminating every point that  
may be disputed, there is in the presence in this  
Colony of malaria and the malarial diseases,  
efficiency of solid argument to justify all the  
vigorous measures I have advocated against the  
whole family of mosquitoes; and I take this  
opportunity of re-emphasising the fact that  
much as the Government may be doing, and  
may be willing to do, it ultimately depends on an  
enlightened public opinion to carry this matter  
through to its ultimate issue, and reduce  
mosquitoes in this Colony to a minimum.—  
Yours, etc.,

JOHN C. THOMSON.

## THEATRE ROYAL.

On Saturday the Janet Wulford Company  
repeated the comedy *Facing the Music* at the  
Theatre Royal before a crowded house and with  
great success. Last evening the members of  
the Company left by the *Chukong* for Canton,  
where they are engaged to play for two nights.  
They will return to Hongkong in time to  
re-open on Friday, 26th inst. (Boxing Night).

## BURGLARY IN BONHAM ROAD.

We learn that between Saturday night and  
yesterday morning the house in Bonham Road  
of Dr. B. M. Gibson of the London Missionary  
Society was entered by burglars and property  
to the value of nearly \$200 carried off. The  
burglary was not discovered till yesterday  
morning. The stolen property consists chiefly  
of silverware and cutlery. It is not known how  
the thieves gained admission and they have left  
no traces behind them. Investigation is being  
made by the police.



## CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 20th December.

## THE KWANGSI REBELLION.

The rebellion in Kwangsi is very serious. The rebels, said to amount to forty to fifty thousand in number, have taken possession of many districts and towns, and Pak Ngai, Pak Shek, Sishing, Siyan, Hing Yip, and Lau Chow are in their occupation. They are now marching into Yunnan, armed with modern rifles. The names of their chiefs are Chan and Luk. The officials here are enlisting soldiers.

## THE NEW MINISTER TO THE U.S.

The new Ambassador to the United States Japan, and Purnis Mr. Loung Shing, otherwise known as Lien Chentung, a native of Poon Yn. He will call at Hongkong by the gunboat *Fong Hoi*, and then proceed to Canton to make official calls upon the high officials, after which he will go to his native place for some time, and will then proceed on his embassy.

## AN ARREST IN KWANGSI.

So Yün Chow, the military commander-in-chief in the province of Kwangsi, obtained permission from the Imperial Government to establish an arsenal there for the making of ammunition, and also a mint for coining dollars at Langchow. A large quantity of machinery and numbers of workmen were sent from Canton. Arms are being manufactured, but the mint has stopped work and some workmen have returned to Canton.

## AN OFFICIAL MONOPOLY.

With regard to the tax which is to be imposed upon the unfortunate girls on shore as well as in the flower-boats, it is now said that the officials have entertained a favourable view of it, and it will soon be an accomplished fact. Instead of giving the monopoly to Cheung Ching In and others who have applied for it, the officials are going to take it, so as to prevent the kidnapping or ill-treatment of these girls.

## PIRATES.

As usual just about the end of the year, piracy on the Canton river is bolder and fiercer than ever. The military commander cannot find means to check it; so the gentry of the East river have recommended to him one Chou Chi-yung as a man well suited to the task of catching pirates, and one who knows where to find them. He is to take command of two cruisers, with forty braves on each, and is to give double pay to the men as a stimulant for them to catch pirates.

## A CHARACTER.

Li-chou, the Admiral on the Canton river, is a little eccentric. Living in the Hoi Chi fort, he has bought in Hongkong over a thousand dollars' worth of photographic apparatus, and is now taking views every day. He is fond of taking photos of his soldiers in various attitudes; one day he called out for some soldiers to come and be "shot," but got no answer. He walked quietly outside the door of the barracks with a carrying-pole and found the men gambling. Flourishing his pole he set about belabouring them himself and sent them flying.

## COAL-MINING.

There is a coal-mine in the hill of Ngao Keng in the district of Lungma, Kwangsi, which produces pretty good coal, and a company, under the name of Yu Cheung, has been formed by permission of the Viceroy to work at it. Liberty is given to the natives of that locality to dig for the coal, but whatever quantity they have taken they must first offer to the Company, which is then to fix the price and pay them—an economical arrangement.

## MANILA.

[FROM OUR CORRESPONDENT.]

Manila, 17th December.

## THE U.S. PACIFIC FLEET.

A small squadron of American warships arrived here last night. The U.S. fleet under command of Rear-Admiral E. D. Evans is assembling now and in about two weeks' time will begin some extensive manoeuvres between this port and the comparatively new naval station at Olanapo, in Subig Bay. All the American ships on the Asiatic station, it is believed, will take part in these great naval trials in the waters of Western Luzon. The manoeuvres are to begin in the first week of January and will continue for the entire month. After that most of the U.S. fleet will accompany the flagship *Kentucky* on a trip to Batavia, Singapore, and Saigon. A port in Cebu-China will be visited by the fleet, when a chance will be offered to some of the officers to visit the Hanoi Exposition. Probably the bulk of the ships, with Admiral Evans, will proceed to Madras, Bombay, Calcutta, and other Indian ports. I notice that in one of the American papers, a correspondent, writing of the U.S.S. *Yorktown*, which has been in the Philippines for more than four years, says: "I sincerely hope that the *Yorktown* will be one of the first ships ordered home. It certainly is the *Yorktown's* due. This ship needs, most decidedly, to be put out of commission, and to have a new battery and new boilers. One boiler at present is cracked all the way across, and the gun carriages, very old-fashioned, are almost dangerous to handle. In fact, one or two have carried away during target practice and severe injuries to the gun's crews were only averted by the merest luck. There will be some serious losses unless this ship is soon put out of commission." The *Yorktown* was one of the flotilla which just visited us.

## TROUBLE IN MINDANAO.

The Moros are still on the warpath in Mindanao, and news of an exciting character may be expected from that quarter shortly.

## A SMALL MISHAP.

The other day an U.S. transport, carrying General Miles and party, ran on to a coral-reef at Lagaspi, near Manila, and remained fast for seven hours. She got off undamaged, however.

## CRICKET.

MARRIED &amp; SINGLE.

"Is marriage a failure?" Judged by the result of the match played on Saturday last it would appear that, from a cricket point of view, at any rate, this much discussed question must emphatically be answered in the affirmative, for the married men were hopelessly out of it from the start and at no time looked to be in it with their less reputable brethren; indeed, seldom on the Hongkong Cricket Club ground has a side achieved such a hollow victory as that gained by the Bachelors. It is difficult to account for this result, for "on paper" the Benedicts appeared to have the stronger team, and the plea of "bad luck" can scarcely be advanced as an excuse for their downfall, for their captain won the toss and several of their men were left off during their generally short and unproductive innings. Certainly the wicket was not a good one, but the Singles had no advantage in this respect, as it was probably worse when they were batting than at the commencement of the game. No, the only conclusion that can be arrived at is that marriage does not conduce to good cricket, and the moral of all this, to cricketers who have not yet "passed the Rubicon," is, stop on this side!

As stated above, Fawcett won the toss and decided that his side should take the first innings. Dixon and Powell were not long in finding their way to the wickets of their opponents. Disaster followed disaster with surprising regularity and, with the exception of Fawcett and Forbes, none of the Benedicts made double figures. Powell was mainly responsible for this state of things, and throughout bowled with considerable skill and judgement. Fawcett's 31 was a well-played innings and Forbes hit hard for his 28. Dixon bowled well but did not have the best of luck, as several catches were missed off him—namely, an easy one at short leg by Turner, who seems to be getting somewhat less reliable than formerly, and frequently he beat the batsmen but missed the wickets by a fraction of an inch. Powell came out with the splendid analysis of 7-wickets for 23 runs. The fielding was good on the whole, though several catches might have been made that were not attempted and one or two actual ones were missed; on the other hand, it was satisfactory to see Hooper hold a couple of rather nasty catches. The Married were all out at 10 o'clock for a poor total of 92, their innings having lasted an hour and 20 minutes. The Singles began batting with Smith and Turner, and Lambie and Fawcett started the bowling. When he had made 13 out of 22, Smith was out to a time stroke and Dalrymple joined Turner. He left, however, with the total at 24, and Dixon came in. He and Turner completely collared the bowling, the latter being particularly aggressive, and, though change after change was made, they were not separated until the score had been taken to 153, at which total Turner's finely hit innings was terminated by a brilliant catch in the long field by F. Maitland, who fell over the top of the screen in making the catch. Turner is to be congratulated on at last doing himself justice as a batsman, and it was rather hard luck for him that he did not quite reach the coveted "century"; he, however, was otherwise favoured by fortune, as he might have been caught two or three times during his long innings. His 99 contained two 6's and twelve 4's. Ward, who followed him, immediately began to hit and rattled up a merry, if somewhat lucky, 40 in about as many minutes. Dixon played good cricket for his 35 and Broadbent contributed a useful 30 not out. The innings eventually closed for 239—147 in advance of the score of the Benedicts. As may be imagined, none of the married bowlers met with much encouragement, and of an expensive lot Lambert and Fawcett were the most successful. The fielding was decidedly poor and they were badly handicapped in not having an efficient "stumper." With an hour left for play, it was decided to go on again so as to give the Benedicts an opportunity of redeeming their fallen fortunes; the mere was it considered necessary for them to do this as, by this time, many of their "better halves" had arrived on the ground to witness their "deeds of derring-do." Said to relate, however, their last state was worse than the first and their second innings was a far worse demonstration of the evils of married life—from a cricket point of view—than the first had been. Batsman after batsman succumbed to the deliveries of Dixon and Rimmington, and the innings was little better than a procession to and from the wicket. As in the first innings, only two men made double figures, but as these scores were only 12 and 10 and there were no less than six 0's the total was miserably small. True, they were not all disposed of, but 3 wickets were down for a paltry 32 when the bell rang and put an end to their shame. Thus the match, which had every prospect of being a close one, resulted in the hollowest of victories for the Bachelors by 147 runs on the first innings—time alone saving the Benedicts from the even more inglorious innings defeat. Dixon bowled very well and came out with the splendid analysis of 5 wickets for 8 runs; Rimmington, too, was in good form and captured 3 wickets for 20. Where the Bachelors showed themselves to be such complete masters of the situation, it is unpleasant to have to record that two of their number behaved in an unsportsmanlike manner—i.e., by leaving the ground after they had had their innings, without saying a word to anyone, thereby rendering it necessary for their captain to find two substitutes to field for them. It is

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to be hoped that the mention of this circumstance will suffice to prevent its happening again. The following are the full scores and analyses—

MARRIED.		SINGLE.	
First Innings.	Second Innings.	First Innings.	Second Innings.
P. T. Lambie, c. Hooper, b. Dixon, 6 not out.	0	0	0
Major Clark, R.A.M.C., c. Smith, b. Powell, 0	0	0	0
Mrs. La Brea, c. Hooper, b. Powell, 0	0	0	0
R.R. b. Powell, 0	0	0	0
Capt. Fawcett, R.A. (Capt.), c. Hooper, b. Broadbent, 31	0	0	0
F. Maitland, b. Powell, 4	0	0	0
E. W. Maitland, b. Powell, 8	0	0	0
G. Lambert, c. Broadbent, b. Powell, 0	0	0	0
P. Powell, 0	0	0	0
Col. Ferrier, A.P.D., c. A. Macniven, c. Turner, 0 not out.	0	0	0
A. Macniven, c. Turner, 0	0	0	0
P. Powell, 0	0	0	0
L. Forbes, K.N., not out 23	0	0	0
Capt. Tuley, R.A., c. Good, b. Powell, 2	0	0	0
Extras 2	0	0	0
Total 91	Total (6 wickets) 32		
W. C. D. Turner, c. F. Maitland, b. Fawcett 18			
L. H. W. Smith, R.A., c. Ferrier, b. Lambie 13			
L. H. Dalrymple, R.N., b. Fawcett 11			
J. T. Dixon, b. Fawcett 10			
A. G. Ward (Capt.), c. Forbes, b. Lambert 40			
S. Powell, c. Lambert, b. E. W. Maitland 1			
L. M. B. Rimmington, S.F., run out 30			
F. M. Broadbent, R.N., c. Fawcett, b. Clark 0			
L. M. K. Hooper, c. Fawcett, b. Clark 0			
J. Hooper, c. Lambert, b. Clark 0			
Rev. E. H. Good, R.N., c. and b. Lambert 1			
Extras 2			
Total 239			

BOWLING ANALYSIS.		SINGLE.	
First Innings.	Second Innings.	First Innings.	Second Innings.
Dixon 10 1 34 1	0 0 0 0	0 0 0 0	0 0 0 0
Powell 15 5 23 7	0 0 0 0	0 0 0 0	0 0 0 0
Broadbent 5 2 9 2	0 0 0 0	0 0 0 0	0 0 0 0
Rimmington 7 2 10 3	0 0 0 0	0 0 0 0	0 0 0 0
Lambie 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Fawcett 16 3 53 3	0 0 0 0	0 0 0 0	0 0 0 0
Clark 13 2 47 2	0 0 0 0	0 0 0 0	0 0 0 0
Macniven 3 0 16 1	0 0 0 0	0 0 0 0	0 0 0 0
E. W. Maitland 5 0 16 1	0 0 0 0	0 0 0 0	0 0 0 0
G. Lambert 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0

The annual match H.K.C.C. v. the United Services has been fixed for Boxing Day and Saturday, the 26th and 27th, play commencing at 11 a.m. on each day. As the Civilian have a stronger team than usual, the game should be a keen and interesting one. It is hoped that a naval band will play on one of the days and a military band on the other. The teams will be published in a day or two. As this is the match of the season, the Club Committee hope many of the ladies of Hongkong will grace the match with their presence.

## FOOTBALL.

H.K.F.C. v. H.M.S. "OCEAN." These teams met on the Club ground at Happy Valley on Saturday afternoon, and a good match was witnessed. Among the spectators, of whom there was a large crowd, was H.E. the Governor, Sir Henry A. Blake.

The teams lined up as follows—H.K.F.C.—C. C. Hickling, goal; T. E. Pearce and J. W. C. Bonnar, backs; G. B. Macdonald, C. T. Kew, and R. Kerr, halves; W. R. Lemarchand, F. J. Libaud, C. R. S. Cooper, W. W. Clarke, and G. A. Cooke, forwards. H.M.S. "Ocean"—Lewis, goal; Harper and Hall, backs; Bates, Whitworth and Richards, halves; Clarke, Husband, Winars, Lewis and McLean, forwards.

Referee—Mr. Lane, H.M.S. *Glory*. The Club kicked off with their backs to the sun. Their initial rush was checked effectively and the ball was quickly taken into their own territory by the *Ocean*, who within the first five minutes of the game had two unsuccessful tries at goal. In a third attempt which followed the Navy had hard lines in not scoring, for Hickling fumbled the ball and for Bonnar coming to the rescue a goal seemed inevitable. Several times the Club broke away; their charges, however, were of no avail against the stone-wall defences of Hall and Harper, while Whitworth, the *Ocean* centre-half, was proving himself a thorn in the side of the Club forwards. In one of these runs Libaud experienced hard luck in not finding the net. On the whole the naval team were doing most of the pressing. Yet, contrary to expectation, the Club were the first to score. Their left wing got away on the run and from a beautiful centre pass Libaud scored a very neat goal. After this the *Ocean* pressed hard. McLean got away down the wing and passed across the goal mouth but his pass was missed by both Winars and Bates. Then followed a bit of a loose scrimmage in front of the Club goal, and Husband getting the ball at his foot sent in a deceptive half-kicked shot which beat Hickling by reason of its very despatch. Apparently he misjudged its flight. This half—a 35 minutes half, owing to the referee's watch stopping—ended without further scoring, though the Navy had the privilege of a penalty kick for the Club goal-keeper running too far out while handling the ball.

Half-time score—H.K.F.C., 1 goal; *Ocean*, 1 goal.

The opening stages of the second half were marked by fast play without much advantage being gained on either side. Then the superior stamina of the naval team became apparent. They invaded their opponent's ground and hardly ever left it. Clarke, the *Ocean's* outside left (the Club's outside left was also a Clarke), showed up remarkably well along with his partner, Husband. A fine run of his was brought to an end by Bonnar, who however had to concede a corner. From the corner-kick the *Ocean* secured their second goal in a very clever manner. Play was afterwards transferred to the other end of the field and a penalty was awarded to the Club for one of the forwards being fouled inside the line. Rutherford took the penalty but it proved fruitless, for he sent the ball right into Lewis's feet and the latter cleared in good style. Rutherford, notwithstanding this failure to score off the placed kick, was playing a bustling useful game and had hard lines several times in front of goal. The navy left wing continued to give Macdonald at left-back more than enough to do

between them, their invasions of the Club territory being frequent and swift. Nor was the right wing of the *Ocean* unnoteworthy. McLean had more than one good run, clever enough fruitless. But this continuous pressure of the sailors upon the home defence was making an impression. Winars, securing the ball in centre-field, passed it to Husband, who sent it out to Clarke, his partner on the wing. Clarke made no mistake. He took the ball cleverly up the line and centred nicely when near goal. McLean and Lewis were waiting for the pass and between them the goalkeeper was rushed and the ball banged into the net. Towards the close of the game, which ended without further scoring, the Club had some tries at goal, but weak shooting characterised almost all their attempts.

Result—*Ocean*, 3 goals; H.K.F.C., 1 goal.

The Club right wing was strong, the left weak. Kew and Rutherford distinguished themselves. The full-back line played a fine game and Hickling kept a better goal than the three points scored against him would indicate. Of the *Ocean* team, Whitworth at centre-half and Clarke on the outside left were the most prominent. Winars played a strong game, too, and, as for the back division, we have already commented upon the stone-wall nature of its defence. The *Ocean* won on merit.

## THE NEW PENALTY RULES.

The following new rules regarding the goal area, penalty area, and penalty mark have been kindly supplied to us by Mr. Frank Browne, the Hon. Secretary of the Hongkong Football Club—

Goal Area.—Lines are drawn 6 yards from goal posts for 6 yards perpendicular to goal line.

Penalty Area.—Lines are drawn 18 yards from goal posts for 18 yards perpendicular to goal line.

Penalty Mark.—Chalk mark—spot only—12 yards perpendicularly measured from centre of goal. Ball placed on penalty mark and kicked forward; all players outside penalty area except kicker, goal-keeper in goal area.

## REVIEWS.

*Verse and Verse*: Selections from the Writings of "TUNG CHIA" (J. O. F. BLAND). With Illustrations by W. D. STRAIGHT. Published in Shanghai, 1902.

Few dwellers on the China Coast, we imagine, have not at one time or other come under the charm of Mr. Bland's occasional writings. The fruits of his prolific pen have appeared in a variety of papers, some in the *Battle*, some in the *North-China Daily News* and others in the home Press; wherever given to the public they have been valued no less for their ripe flavour of Far Eastern life than for the intrinsic merit which is theirs, for the true grasp which the author has of the significance of things in the conflict and intercourse of the Oriental with the Caucasian. By those already acquainted with Mr. Bland's works in their fugitive form this gathering of them together into one volume will be greeted with approbation; it will doubtless also have the effect of extending the large circle of his admirers. Of entertaining writers on every-day subjects in the East the number is lamentably few. The man who can overcome the ennui of coast-port life, with that solid spirit of money-getting that mainly permeates it, who has eyes to observe matters other than market quotations and can write lightly and with abandon in despite of a declining dollar, is to be crowned with admiration. Mr. Bland possesses all these attributes. His entertaining writings bear the impress of the humourist and are as cheerful as the philosophy of Mark Tapley. Yet it is not altogether on the less responsible aspect of European life in China that the writer dwells. He speaks with no uncertain voice on the subject of English empire in the East. The first item in the book is in stirring verse, "For England," an exhortation written in 1898, against the "graceful concessions" which those who have lived among Eastern peoples will agree could bear no other lesson to the Celestial mind than "that England is no longer as England was of old."

"The Peiho trackers tell it  
When South winds fill the sail,  
'Tis borne by Kulgar's camel-men  
Who take the Kiachta trail;  
The Yangtze gorges hear it  
In the jests of a lochia's crew,  
And Shamen's painted flower-girls  
Have sworn that it is true."

With Mr. Bland we all trust that the days of "graceful concessions" are gone, that England will awake and answer and "prove the tale untrue." A like piece of verse is the "Retrospect" (dedicated to Rudyard Kipling at the time of the Port Arthur incident). The doing of the Article Club in its relationship with "Sir Chib Chua" are made the subject, too, of a clever skit. Mr. Bland as a topical versifier has the happy knack of "getting there" every time. In his love-verse, he is no less successful. Of such pieces as "Celia" and "To Sylvia" we would fain have more from the same pen; these have a gentle merit all their own. When it comes to a perusal of Mr. Bland's prose pieces one is struck with the versatility both in subject and treatment they evince. All sorts of readers will find something to divert them. Each separate piece may be said to be the depiction of a different aspect of coast-port life. "An Extinct Science," "Chinese Blade," "Nail d'Eleg," "On the Gentle Art of Giving Dinners," and "A Shanghai Bank Holiday" are all excellent studies. There is not indeed a dull page in the whole book. The author's style is light and playful, yet underneath all the laughter and the cracking of jokes are hid home-truths and more inward knowledge of the things that matter than many a book of greater pretensions can boast. *Verse and Verse*

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[308]

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Hongkong, 15th December, 1902.

[3552]

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The book may be had from Messrs. Kelly and Walsh.

*The Intrusions of Peggy*. By ANTHONY HOPE. London and Bombay, George Bell & Sons. This latest work of Mr. Hawkins is one of the most delightful books to read that we have chance across for a long time. It is full of the indefinable charm which characterises all that falls from the pen of this author. The plot is clever, the dialogues splendid. Peggy is a Bohemian. Indeed Peggy may be taken as an impersonation of the Bohemianism which casts a fitting reflection of itself upon the Society life of London. She is fittingly introduced into the story rather than introduced. Her exit is no less unconventional. And so fine and womanly a nature is Peggy that the reader falls in love with her at first acquaintance. As a foil to her sterling character we are presented to Trix Trevalla, a woman of the world, lacking nothing in the qualities that induce estimation in the eyes of the world but something in those which are part of Peggy's nature. In the play of these two characters upon each other lies the principal interest in the story. But besides these there are many other excellent studies in human nature; and the result on the whole is a book with a most entertaining plot combined with all the gracefulness and sweetness of the *Dolly Dialogues*.

*Uncle Charles*. By JOHN STRANGE WINTER. London and Bombay, George Bell & Sons. In *Uncle Charles*, Mrs. Stannard has achieved to a greater height of successful fiction than many of her later works have shown. There are fewer evidences of hurried work, better attention to detail and finish and there is a pretty plot. It is of course a love story. But it is after they are married and settled down that the real story develops, for Uncle Charles who has hitherto enjoyed the reputation of a gruff old gentleman, appears in a new character, much to the surprise of everyone. Lovers of light literature could not do better than follow the fortunes of Uncle Charles to a conclusion; they will find the story very entertaining and the characterisation good.

## LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of Japan* arrived at Shanghai at 4 a.m. on the 20th inst., and left again at midnight same day for Nagasaki, where she is due to arrive at 9 a.m., to-day.

The Imperial German mail steamer *Bayern* left Shanghai on the 20th inst., at noon, and may be expected here this p.m.

The silk or the C.P.R. steamer *Empress of India* arrived in New York on the 19th inst.

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Hongkong, 2nd December, 1902. [3215]

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A JUNIOR PORTUGUESE CLERK for  
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intelligence and good handwriting.  
Apply by letter to—  
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Care of Daily Press Office.  
Hongkong, 2nd December, 1902. [3216]

**OWNERS OF HOUSES** situated in the  
Western Division of the City of Victoria,  
who have not had their premises LIME-  
WASHED and CLEANSED in accordance  
with Law are reminded that the period during  
which this work should be finished ends on the  
31st day of December, 1902, and the Sanitary  
Board being convinced of the necessity of  
cleanliness in its efforts to STAMP OUT  
PLAGUE, is determined to RIGOROUSLY  
PROSECUTE any Owner in default after the  
above named date.  
By Order of the Board,  
G. A. WOODCOCK,  
Secretary.  
Sanitary Board Office,  
25th November, 1902.

Note—The Western Division of the City  
lies to the West of Morrison and East Streets.  
[3210]

## PUBLIC COMPANIES

## THE CHINA-BORNEO COMPANY, LIMITED.

**NOTICE IS HEREBY GIVEN** that an  
EXTRAORDINARY GENERAL  
MEETING of the CHINA-BORNEO  
COMPANY, LIMITED, will be held at the  
REGISTERED OFFICES of the Company,  
4, Queen's Buildings, Victoria, in the Colony of  
Hongkong, on MONDAY, the 29th day of  
DECEMBER, 1902, at 12 NOON, for the  
purpose of considering and if thought fit  
passing the submitted Special Resolution.

**RESOLUTION.**  
That the Company be wound up voluntarily  
under the Provisions of the Companies Ordinance  
1863 to 1899, and that the HONOURABLE  
CHARLES STEWART SHARE,  
ALEXANDER GEORGE WOOD, and  
JOHN THOMAS MARTIN WHEELEY be  
appointed Liquidators of the said Company with  
liberty for each of them solely to exercise all  
the powers of the joint liquidators.

Dated this 13th day of December, 1902.  
By Order of the Consulting Committee,  
WILLIAM D. JUPP,  
Acting Manager.

## THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

**NOTICE IS HEREBY GIVEN** that the  
EIGHTEENTH ORDINARY  
GENERAL MEETING of the SHARE-  
HOLDERS of the above Company will be held  
at the REGISTERED OFFICES of the  
Company, 38, Queen's Road Central, on  
TUESDAY, the 30th day of December, 1902,  
at 3 o'clock in the afternoon, for the purpose of  
receiving the Report of the General Managers  
together with a Statement of Accounts for the  
year ending 30th November, 1902.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 23rd to 31st instant,  
both days inclusive.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 16th December, 1902. [3371]

## THE HONGKONG STEAM WAREHOUSE COMPANY, LIMITED.

**SHAREHOLDERS** are hereby notified that  
the remaining call of Three Dollars per  
Share is now called up and is payable at the  
COMPANY'S OFFICE, No. 37, Cantonment  
Road, on or before JANUARY 2nd, 1903.

On payment, Shareholders will also hand in  
their Scrips for endorsement by the Manager.  
By Order,  
J. W. KEW,  
Manager.  
Hongkong, 16th December, 1902. [3355]

## THE NATIONAL BANK OF CHINA, LIMITED.

**NOTICE IS HEREBY GIVEN** that the  
TWELFTH ORDINARY ANNUAL  
GENERAL MEETING of the NATIONAL  
BANK OF CHINA, LIMITED, will be held  
at the BANK PREMISES, Queen's Road,  
Victoria, Hongkong, on WEDNESDAY, the  
21st JANUARY, 1903, at NOON, for the purpose  
of receiving the Report of the General Managers  
together with a Statement of Accounts for the  
year ending 31st December, 1902.

To receive and consider statement of  
accounts and balance-sheet to 31st  
December, 1902, the reports of the  
Directors and Auditor thereon, to elect  
Auditors, and transact the other  
ordinary business of the Company.

The TRANSFER BOOKS and REGIS-  
TER OF MEMBERS of the Company will be  
CLOSED from the 8th to the 21st day of  
January 1903, both days inclusive.  
By Order,  
GEO. W. F. PLAYFAIR,  
Chief Manager.  
Hongkong, 20th December, 1902. [3405]

## R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER.

No. 39, WYNDHAM STREET, HONGKONG.  
Will be glad to send STAMPS on approval  
to any address on receipt of satisfactory reference.

Is also prepared to purchase used POSTAGE  
STAMPS in Large or Small Quantities for Cash.  
AGENTS WANTED.  
15 to 25 per cent. Discount Allowed. [3199]

## A. LING &amp; CO., 68, QUEEN'S ROAD CENTRAL.

**FURNITURE STORE.**  
FASHIONABLE CENTRE CARPETS,  
ELECTRO-PLATE, LIQUOR FRAMES,  
and FOOCHOW LACQUERED WARE.  
Hongkong, 31st October, 1902. [2365]

## NOTICE.

**OWING** to the large increase in the cost of  
Fodder, &c., we are obliged to raise the  
price of our MILK to 12 Cents per Small  
Bottle, from 10 Cents per Small Bottle, from 1st JANUARY NEXT.

**THE DAIRY FARM CO. LD.,**  
S. A. SETH,  
Secretary.

**THE HONGKONG DAIRY,**  
G. W. GEGG,  
Manager.  
Hongkong, 18th December, 1902. [3390]

**QUAN WAH & CO.,**  
GRANITE MERCHANT CONTRACTORS,  
Dealers in  
**MARBLE AND GRANITE**  
MONUMENTS.  
No. 1, QUEEN'S ROAD EAST.  
Estimates, Designs & Prices on Application  
All descriptions of Granite for Export.  
Hongkong, 17th October, 1902. [2774]

## OREGON LUMBER.

The undersigned, being closely connected  
with the leading MILLS at PORT-  
LAND and PUGET SOUND, are always  
prepared to book orders for any specifications at  
LOWEST RATES.

SIEMSEN & CO  
Hongkong, 14th February, 1901. [68]

## NOW ON SALE.

**THE CHRONICLE AND DIRECTORY**  
FOR  
CHINA, JAPAN, KOREA, INDU-CHINA,  
SIAM, STRAITS SETTLEMENTS,  
MALAY STATES, NETHER-  
LANDS INDIA, PHILIP-  
PINES, BORNEO, &c.,  
WITH WHICH ARE INCORPORATED  
THE CHINA DIRECTORY  
AND THE HONGKONG DIRECTORY  
AND HONG LIST FOR THE FAR EAST  
FOR  
1902.

THE FORTIETH ANNUAL ISSUE.

[2727-3]

## LATE TELEGRAMS.

## NEWS VIA CEYLON.

## SOMALILAND.

**THE WAR OFFICE STEPS IN.**  
London, 2nd December.  
The Morning Advertiser understands that the  
War Office intends to assume the control of  
operations in Somaliland. This is regarded as an  
indication that a campaign will be undertaken  
on a larger scale than was at first probable.

**ITALY'S CONCESSION.**  
London, 3rd December.  
Speaking in the Italian Chamber, Signor  
Prinetti said that Italy had assented to British  
operations in a recent desire to protect the  
Colony of Beaudrie or the east protectorate.  
Great Britain has accordingly proposed, and  
Italy has agreed, that a high Italian naval  
officer shall accompany the expedition. The  
Italians have, and wish to maintain, the most  
cordial relations with Great Britain. If Great  
Britain asks to pass troops through the pro-  
tectorate, the Government will examine the  
request, considering on the one hand its duty  
to avoid endangering the Protectorate, and on  
the other hand its ardent desire to consolidate  
further the ancient relations of friendship with  
Great Britain which were in a manner cooled  
by the good relations happily restored between  
Italy and other countries, though they were  
really strengthened and completed thereby.

**THE OPERATION.**  
London, 5th December.  
A Reuter despatch from Berbera says that  
the 2nd African Rifles are leaving Berbera to  
reinforce Colonel Cobbe at Garero. The 1st  
Rifles go to Olibia.

London, 6th December.  
A Reuter despatch dated Berbera the 4th  
December says that exceptionally heavy rains  
have fallen in the land. The district is covered  
with vegetation. Water is plentiful, and the  
moment is a favourable one for an advance.  
The organisation of the field force is well  
advanced. The decision of the Cabinet is  
awaited. Present advantages will disappear  
after the lapse of a few weeks.

**THE SHANGHAI QUESTION.**  
THE BLUE BOOK.  
London, 3rd December.

Correspondence issued about the evacuation  
of Shanghai shows that Germany agreed to  
simultaneous evacuation, but proposed to  
grant to any Power special advantages above or  
below Shanghai. Lord Lansdowne replied  
saying that he believed that the principle of  
the "open door" was sufficiently safeguarded.  
He strongly deprecated the German proposal.  
Count Metternich informed Lord Lansdowne  
that Germany had dropped the proposal, which,  
he explained, was not specially directed against  
Great Britain.

London, 4th December.  
The contents of the Blue Book on the eva-  
cuation of Shanghai is being bitterly discussed  
by the British and German Press. Some  
London papers insist that the correspondence  
conveys a term of double dealing and trying  
to make special terms secretly with China.

**GENERAL NEWS.**  
THE IRISH AND THE EDUCATION BILL.  
London, 2nd December.

It is announced that Mr. Redmond has made  
an unconditional surrender to the Roman  
Catholic Hierarchy over the Education Bill.  
The papers generally think that his conduct is  
undignified, and add that it has come too late  
to save his influence, which is now certain to pass  
to Mr. "Tim" Healy.

**"BRITAIN AND FRANCE."**  
London, 2nd December.

The Daily Express repeats, with greater  
assurance, its former statement, that a move-  
ment is progressing to form a Joint Com-  
mission to arbitrate on all outstanding disputes  
between England and France on the lines of  
the American Treaty of 1897.

**PRESIDENT ROOSEVELT'S MESSAGE.**  
London, 2nd December.

The message from President Roosevelt at the  
opening of Congress emphasises America's  
great position and constitutes the country  
on its wide-spread material well-being. It  
deprecates still changes in the tariff, and says  
that scrupulous care is necessary to prevent any  
dislocation of business. It recommends, rather  
reciprocates treaties, and urges legislation to  
ensure the maintenance of an adequate currency  
and the interchangeability of all kinds of  
money. It commends to Congress a convention  
with Great Britain for reciprocal trade with  
Newfoundland.

**RHODESIAN RAILWAYS.**  
London, 2nd December.

The South African Chartered Company has  
decided to spend two millions sterling on rail-  
ways in Rhodesia.

**THE FRENCH GOVERNMENT AND THE BISHOPS.**  
London, 2nd December.

The French Government have suspended the  
stipends of six Bishops for jointly petitioning  
in favour of the Confederations.

London, 5th December.  
The French Government has suppressed the  
stipends of several more bishops, including the  
Archbishop of Besancon, for signing a petition  
in favour of the Confederations.

**SUGAR.**  
London, 3rd December.

Lord Cranborne, speaking in the House of  
Commons, said that the Government opinion  
was that the imposition of countervailing duties  
or the prohibition of the importation of bounty-  
fed sugar was not inconsistent with the pro-  
visions of the most-favoured-nation clause.  
Russia was informed in 1899 of that view; and  
was told that if she was unable to agree there-  
with, Great Britain was prepared to denounce

not Treaty of Commerce of 1859. Russia did  
the reply to this.

London, 5th December.  
Lord Cranborne, speaking in the House of  
Commons, said that the British interpretation  
of the Convention regarding countervailing  
duties on colonial sugar had been questioned in  
other quarters besides Holland. Correspondence  
is proceeding. Mr. Austen Chamberlain  
said the only colony granting bounties was  
Ontario. These would cease at the end of 1903.

London, 6th December.  
The French Chamber has adopted the Bill  
reducing the sugar tax and approved of the  
Convention.

**TUMULT IN THE REICHTAG.**  
London, 3rd December.

Herr Kautsky, who moved that the Tariff  
Bill be passed in bloc, as reported on November  
28th, moved the closure on the debate on its  
admissibility, which was adopted by a majority  
of one. The House afterwards decided that  
the motion was admissible, the Democrats  
abstaining. The proceedings were marked by  
tumultuous scenes and ear-splitting exchanges  
of abuse. The President broke his bell in his  
efforts to keep order.

**THE PANAMA CANAL.**  
London, 3rd December.

The Delanyists claim to command 115 votes  
out of 234. The King summoned M. Simanuns  
and afterwards opened communication with M.  
Delany.

**THE PANAMA CANAL.**  
London, 3rd December.

The Colombian Government, fearing that the  
United States may revert to the Nicaragua  
Canal scheme, has recalled its Minister at  
Washington, he being regarded as an obstructor  
of the Panama Canal treaty between the two  
countries.

**LORD KITCHENER AND INDIA'S  
"FORWARD POLICY."**  
London, 3rd December.

The Novos Vremya terms Lord Kitchener  
as the "most talented British General, and  
pilots that his command in India will lead  
to changes on the frontier, including more  
fortified posts and the more rapid building of  
the railway from Peshawar to the Persian  
frontier and to the north. The Russian journal  
adds that already Lord Kitchener has taken  
steps to establish military agencies in Kabul,  
Herat and Hazrat-sherif.

**THE KAISER'S ADVICE.**  
London, 5th December.

The Kaiser, at Breslau, replying to an ad-  
dress by workmen, warned workmen not to  
continue to be deluded by agitators and social-  
ists if they wished to improve their position,  
that the agitators unscrupulously exploited and  
terrorised and enslaved workmen; and in order  
to show hatred to the classes, they disseminate  
concocted stories from which nothing is sacrosanct.  
Workmen should send a simple unpretending  
man from the workshop to Parliament, where  
he would be gladly welcomed.

**SIR GEORGE BIRDWOOD.**  
London, 5th December.

A testimonial from the friends of Sir George  
Birdwood, on the occasion of his retirement  
from the India Office, will be presented on the  
8th instant, which is his birthday, at the Society  
of Arts. The testimonial consists of a silver  
coffee service and 2,600 sovereigns.

**BRITISH TRADE RETURNS.**  
London, 6th December.

The trade returns for November show that  
exports have increased by £1,914,492, while  
the imports have decreased by £1,692,497.

**ARMY AND NAVY REFORMS.**  
London, 6th December.

Mr. Brodrick, speaking at Edinburgh, urged  
the public to exercise patience as regards effects  
of Army reforms; they must have greater con-  
fidence in the Commander-in-Chief and others  
responsible for executing them. He said it was  
impossible to create a new Army by saying "hey-  
 presto!"

The Daily Mail states that the Admiralty has  
resolved to make sweeping reforms in the Navy,  
including the introduction of the principle of  
selection with regard to a certain proportion of  
promotions to flag rank, and the absorption of  
engineers into the executive branch, together  
with complete re-organisation of the staff.

London, 6th December.  
The wisdom of the Kaiser's personal cam-  
paign against the Socialists is questioned. The  
party is much too powerful to be affected by  
Imperial denunciations. The Emperor's acerbity  
is doubtless enhanced by the recent  
determined obstructions on the part of the  
Socialists to the Tariff Bill which has converted  
the decorous Reichstag into a bazaar, shaking  
the German's pride in national sobriety.

**NEWS VIA SHANGHAI.**  
VENEZUELA.  
London, 15th December.

Puerto Cabello, a Venezuelan port, where the  
natives raised an English steamship last week,  
has been bombarded by the British and German  
allies. The Germans have captured another  
Venezuelan gunboat, which they are holding.  
Secretary Hay has reaffirmed the position of  
the United States in the Venezuela affair,  
declaring that no intervention is contemplated  
by the American government. The occurrence  
is wholly in line with previous official despatches  
from Washington. It disposes entirely of last  
week's reports that the course of the allies  
might provoke objection in Washington.

London, 10th December.  
In relation to the Venezuela affair, Mr.  
Balfour has made a declaration in the House of  
Commons. He says that the crux of the  
difficulty is the outrageous manner in which  
British shipowners and seamen were treated in  
Venezuela. Protest against such treatment  
was unavailing, and suggestions that compensa-  
tion be paid for property destroyed was  
contemptuously ignored. Although demands  
for money to pay for losses enter into the  
present situation, the trouble did not originate  
in financial claims. The Venezuelans had be-  
haved badly long before they committed any  
overt act that would call for financial satis-  
faction. Mr. Balfour said that England was  
now agreeable to the appointment of a tribunal  
which should make searching enquiry into the  
matters in dispute and assess damages against  
Venezuela. He says that arbitration was not  
suggested by Venezuela until after hostilities  
began, whereas both England and Germany  
wished a peaceful settlement in the first instance.  
Italy, he said, is acting independently in the  
Venezuelan matter.

**ENGINEER'S RESERVE APPROVED.**  
London, 16th December.

The proposition to organise a reserve of  
engineers officers for service in time of war, has  
been approved by the Admiralty. It is proposed  
that the reserve consist of mercantile, marine  
and shore engineers, who will give to the Govern-  
ment one year of service, of which 6 months will  
be at sea and 6 months in the dockyard. During  
this period the reserves will be paid from  
8 shillings to 10s. 6d. per day, and thereafter  
to be entitled to an annual retainer of £15.

## POWELL'S GRAND XMAS SHOW.

**YOU WISH TO SELECT A PRESENT, VERY WELL JUST LOOK BELOW—**  
DOLLS THAT SLEEP AND TALK, KID DOLLS, RAG DOLLS, STONE AND  
WAX DOLLS, ROCKING HORSES, BICYCLE HORSES, FRAMES, MAIL CARTS  
WOOD HORSES, SOLDIERS, CANNONS, AIR GUNS, SWORDS, PISTOLS,  
DOLLS' HOUSES, BEDS, FURNITURE, KITCHEN SETS, TRUMPETS, PIANOS,  
CLOCK-WORK TRAINS, CORONATION PROCESSIONS, NAVAL REVIEWS,  
DONKEYS, MONKEYS, CAMELS, DOGS, GOATS, RABBITS, AND ALL KINDS  
OF ANIMALS.

**WONDERFUL MECHANICAL TOYS, CLOWN AND BARROW, ORGAN  
BARROWS, RACE-GAMES, BRICKS, DRUMS, MUSICAL TOYS, STABLES,  
ENGINES, FORTS, TENTS, FROG GAME, BOXES OF TOOLS AND TRICKS,  
TOPS, A.B.C. BLOCKS, TABLE GOLF.**

**OVER ONE THOUSAND NEW TOYS!**  
**CALL AND SEE THEM!! CALL AND SEE THEM!!!**

500 NEW AND USEFUL GIFTS FOR LADIES AND GENTLEMEN, GLOVES,  
TIES, HANDKERCHIEFS, UMBRELLAS, STOCKS, RICH LACE COLLARS,  
DRESSING, WRITING, TIE, AND GIVE CASES, &c., &c., &c.

**NO MATTER WHAT YOU REQUIRE, DON'T FAIL TO LOOK AT OUR  
STOCK BEFORE BUYING ELSEWHERE.**

31, QUEEN'S ROAD (UPSTAIRS), OPPOSITE POST OFFICE.

## THEODORO VAFIADIS &amp; CO.

MANUFACTURERS OF HIGH-CLASS FACTORY: CAIRO, EGYPT  
**EGYPTIAN CIGARETTES.** (Close to H.E. Nubar Pasha's Palace)

**PURVEYOR TO THE BRITISH FIELD FORCE  
CANTENES IN SOUTH AFRICA.**

**BRANCHES:**  
BOMBAY.....20, ESPLANADE ROAD.  
CALCUTTA...4, DALHOUSIE SQUARE.  
RANGOON...72, MERCHANT STREET.  
LONDON.....19, BASINGHALL ST., E.C.

**ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—  
MESSRS. KRUSE & CO., HONGKONG.**

1048-1

## JAPAN COALS.

## MITSUI BUSSAN KAISHA (MITSUI &amp; CO.)

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HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET

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Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Kanagawa, Nagasaki,  
Kuchino, Sasebo, Mutsu, Maizuru, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

**CONTRACTORS OF COAL** to the Imperial Japanese Navy and Armies and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
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**SOLE PROPRIETORS** of the Famous Mitsui, Tagawa, Yamano and Ida Coal Mines; and  
**SOLE AGENTS** for Hokoku, Hondo, Kausa, Ikishima, Mameda, Manoura, Onoura, Otani,  
Sasakura, Tanabake, Yoshinotani, Yoshio, Yuzakura, and other Coals.

15] N. INUZUKA, Manager, Hongkong.

## NOBEL-GLASGOW EXPLOSIVES.

**DYNAMITE.**

**GELATINE-DYNAMITE.**

**BLASTING GELATINE AND GELIGNITE,**

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**AGENTS—**

**JARDINE, MATHESON & CO.**

**DON'T RIDE WITHOUT A**

**"GUINEA GOLD"**

**CIGARETTE**



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k*, nearest Hongkong *h*, midway between Hongkong and Kowloon *m*, and those vessels berthed at the Kowloon Wharf *k.w.*, together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	ULYSSES	Brit. str.	—	W. B. Palmer, R.N.	BUTTERFIELD & SWIRE	To-morrow.
LONDON, AC. VIA PORTS OF CALL.	VALETTA	Brit. str.	—	E. J. Stallard	P. & O. S. N. Co.	On 3rd January, at Noon.
LONDON	VALERIE	Brit. str.	—	—	McGregor Bros. & Gow	On 5th January.
LONDON	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th January.
LONDON	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th January.
LONDON	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd February.
LONDON	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th February.
LIVERPOOL DIRECT	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th January.
LIVERPOOL DIRECT	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th February.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst., at Daylight.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 29th inst., at 1 P.M.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th January.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 13th January.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th January.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th February.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th February.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 3rd January.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th January, at Daylight.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst., at 5 P.M.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 28th inst.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th January, at Noon.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th January.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 29th inst.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 1st January, at 4 P.M.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th January, at Daylight.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 20th inst.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd Jan., at Daylight.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst., at Noon.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 3rd January.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	Quick despatch.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 1st January, at 4 P.M.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	Quick despatch.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
MADEIRA, LONDON & ANTWERP	VALERIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd January, at Noon.

## SHIPPING.

**ARRIVALS.**  
Dec. 19, HAMPSHIRE, British gunboat, 835, M. H. Smyth, R.N., Chelmsford, 17th December.  
Dec. 19, PIONEER, German str., 682, F. Bromer, Tonnage 17th Dec., General—SHEWAN & CO.  
Dec. 20, ALGERINE, British ship, from Canton.  
Dec. 20, AMEL, Norw. str., 1000, R. K. Schuchman, Chelmsford 14th Dec., General—ORDER.  
Dec. 20, BLENNHIM, British str., 9,000, Stopford, Singapore 13th Dec.  
Dec. 20, DECIMA, German str., 774, Schlicker, Saigon 18th December, Flour—SANDER & WALKER & CO.  
Dec. 20, DOTT, Norwegian str., 320, Hamdson, Bangkok 11th Dec., Rice—CHINESE.  
Dec. 20, ELITA NOSSACK, German str., 1,167, K. Bruhn, Chelmsford 14th Dec., General—EAST ASIATIC TRADING CO.  
Dec. 20, HONGKONG, French str., 738, J. Panier, Hongkong and Heligoland 19th Dec., General—A. R. MARY.  
Dec. 20, JACOB DIEBICH, German str., from Canton.  
Dec. 20, KUEI, Japanese str., 1,034, K. Schuchman, Shanghai via Fuchow and Swatow 11th December, General—OSAKA SHOSHEN KAISHA.  
Dec. 20, KWANGFAT, Chinese str., 1,536, W. H. Lint, Shanghai 17th December, General—C. M. S. N. CO.  
Dec. 20, LYNNHORN, German str., 1,228, Th. Lehmann, Shanghai 17th Dec., General—SHEWAN & CO.  
Dec. 20, MAIDZURU MARU, Japanese str., 667, T. Saito, Amoy, Amoy and Swatow 17th December, General—OSAKA SHOSHEN KAISHA.  
Dec. 20, MICHIO, British str., 1,949, C. H. Buren, London 25th Oct., General—SHEWAN, TOMES & CO.  
Dec. 20, MUTINE, British str., 151, C. W. M. Plunkett, Amoy, Amoy and Swatow 17th Dec., General—BUTTERFIELD & SWIRE.  
Dec. 20, VICTORIA, American str., 2,112, J. Pantou, Tacoma 21st December, General—DODWELL & CO. LTD.  
Dec. 20, NINGPO, British str., 1,228, Richards, Chelmsford 15th Dec., General—BUTTERFIELD & SWIRE.  
Dec. 20, ROSETTA MARU, Japanese str., 2,402, N. Tate, Manila 15th Dec., General—MITSUI BUSSAN KAISHA.  
Dec. 20, SHAN, British str., 1,240, Garnaghan, Wain and Chelmsford 14th Dec., General—BUTTERFIELD & SWIRE.  
Dec. 20, SHINANO MARU, Japanese str., 3,904, Wm. Thompson, Shanghai 17th Dec., General—NIPPON YUSEN KAISHA.  
Dec. 21, TRIUMPH, German str., 739, A. Hansen, Pakhoi 19th Dec., General—JESSEN & CO.  
Dec. 21, WATKINSON, British surveying ship, 620, E. C. Hardy, from a cruise.  
Dec. 21, YAMAGUCHI MARU, Jap. str., 2,720, H. Sakamoto, Maji 17th Dec., Coal—ORDER.  
Dec. 21, YUAN, British str., from Canton.  
Dec. 20, ZAF RO, British str., 1,611, R. Rodger, Manila 17th Dec., General—SHEWAN, TOMES & CO.  
Dec. 21, ATHENIAN, British str., 2,441, H. Morritt, Vancouver, B.C., 18th November, General—C. P. R.  
Dec. 21, FEARLESS, Brit. cruiser, from Canton.  
Dec. 21, CHANGCHOW, British str., 1,202, J. Pearce, Pakhoi and Chelmsford 16th Dec., General—BUTTERFIELD & SWIRE.  
Dec. 21, ENOS, Norwegian str., 70, H. Reitz, Bangkok 12th Dec., Rice and Wood—CHINESE.  
Dec. 21, HANYANG, British str., from Canton.  
Dec. 21, KAMPOT, French str., 412, Bayev, Saigon 14th Dec., Rice—CHINESE.  
Dec. 21, KWANGSE, British str., 1,228, Harris, Tongku and Chelmsford 16th Dec., Groundnuts—BUTTERFIELD & SWIRE.  
Dec. 21, SKUD, Norw. str., 914, H. Berbon, Bangkok 13th Dec., General—CHINESE.  
Dec. 21, SHUKKA MARU, Japanese str., 284, Jiamoto, Tamsui 18th Dec., Coal—ORDER.

**DEPARTURES.**  
Dec. 20, BENGAL, British str., for Singapore.  
Dec. 20, BALLARAT, British str., for Shanghai.

**VESSELS ON THE PERCH.**  
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship  
"KUMSANG,"  
Captain E. J. Butler, will be despatched as above TO-MORROW, the 23rd inst., at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 16th December, 1902. [367]

**TOYO KISEN KAISHA.**  
(ORIENTAL S.S. CO.)  
REGULAR SERVICE BETWEEN  
HONGKONG AND MANILA IN  
48 HOURS.  
The Company's well-known Steamship  
"ROSETTA MARU,"  
3,376 Tons, Captain N. Tate, will be despatched for MANILA, on WEDNESDAY, the 24th inst., at Noon.  
To be followed by the "ROHILLA MARU,"  
Magnum—Accommodation Comfortable  
Cabins. Excellent Table. Unrivalled Speed.  
Electric Light. Doctor and Stewards carried.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Princo's Buildings, 100 House Street.  
Hongkong, 20th December, 1902. [16]

**IMPERIAL GERMAN MAIL LINE.**  
FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.  
THE Imperial German Mail Steamship  
"PRINCESS IRENE,"  
Of the NORDDEUTSCHER LLOYD,  
Captain G. Danneberg, due here with the outward German Mail about WEDNESDAY, the 24th inst., at DAYLIGHT, will leave for the above places about 24 hours after arrival.  
NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 20th December, 1902. [5]

**OSAKA SHOSHEN KAISHA.**  
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
FOR TANSUI, VIA SWATOW AND AMOY.  
"DAIJI MARU" SUNDAY, 23rd December.  
"MAIDZURU MARU" WEDNESDAY, 24th December.  
"ANPING MARU" WEDNESDAY, 31st December.  
\* Subj. et. to alteration.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.  
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.  
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.  
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.  
For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.  
Hongkong, 18th December, 1902. [15]

**NIPPON YUSEN KAISHA**  
(THE JAPAN MAIL STEAMSHIP COMPANY).  
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
STEAMERS. DESTINATIONS. SAILING DATES.  
SADO MARU S. J. G. Parsons MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID. SATURDAY, 27th Dec. at DAYLIGHT.  
YAWATA MARU A. E. Mosses NAGASAKI, KOBE and YOKOHAMA. SATURDAY, 27th Dec. at Noon.  
SHINANO MARU W. Thompson VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA. TUESDAY, 30th Dec. at 4 P.M.  
KUMANO MARU E. W. Haswell SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE. THURSDAY, 1st Jan. at 4 P.M.  
SANKU MARU W. Townsend KOBE and YOKOHAMA. FRIDAY, 2nd Jan. at DAYLIGHT.  
BOMBAY MARU W. Townsend BOMBAY, VIA SINGAPORE and COLOMBO. FRIDAY, 2nd Jan. at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.  
For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Princo's Building, First Floor, Chater Road.  
A. S. MIHARA, Manager. [9]

**NORTHERN PACIFIC STEAMSHIP CO.**  
**BOSTON STEAMSHIP COMPANY.**  
**BOSTON TOW-BOAT COMPANY.**  
PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.  
Steamer. Captain. Tons. Sailing Date.  
TREMONT T. W. Garlick 9,906 December 30th  
VICTORIA J. Panton 3,502 January 3rd  
OLYMPIA J. Traubridge 2,837 January 17th

Steamers marked \* have no passenger accommodation.  
The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.  
Special rates allowed to members of Government Services.  
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.  
For further information as to Freight, Passage, and other matters, apply to  
DODWELL & COMPANY, LIMITED,  
GENERAL AGENTS.  
Hongkong, 19th December, 1902. [7]

**OSAKA SHOSHEN KAISHA.**  
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
STEAMERS. DESTINATIONS. SAILING DATES.  
TANSUI, VIA SWATOW AND AMOY. "DAIJI MARU" SUNDAY, 23rd December.  
"MAIDZURU MARU" WEDNESDAY, 24th December.  
"ANPING MARU" WEDNESDAY, 31st December.  
\* Subj. et. to alteration.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

**SAFETY.** "Empress" Twin Screw Steamships—10,000 Horse-Power—Speed 19 knots.  
**SPEED.**  
**PUNCTUALITY.**  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).  
R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 31st Dec. 1902.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 14th Jan. 1903.  
R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 11th Feb. 1903.  
R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 25th Feb. 1903.  
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 11th Mar. 1903.  
R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 18th Mar. 1903.  
R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 1st April 1903.  
R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 22nd April 1903.  
R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 6th May 1903.  
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 13th May 1903.  
R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 27th May 1903.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
Pedder Street.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
STEAMERS. DESTINATIONS. SAILING DATES.  
+ BAYERN ... WEDNESDAY ... 24th December.  
+ KONG ALBERT ... WEDNESDAY ... 7th Jan. 1903.  
+ PRINCESS IRENE ... WEDNESDAY ... 21st Jan. 1903.  
+ DARMSTADT ... WEDNESDAY ... 4th Feb. 1903.  
+ STUTTGART ... WEDNESDAY ... 18th Feb. 1903.  
+ BREUSCH ... WEDNESDAY ... 4th Mar. 1903.  
+ HAMBURG ... WEDNESDAY ... 18th Mar. 1903.  
+ PRINZ HEINRICH ... WEDNESDAY ... 1st April 1903.  
+ SACHSEN ... WEDNESDAY ... 15th April 1903.  
+ KAUTSCHOU ... WEDNESDAY ... 29th April 1903.  
+ BAYERN ... WEDNESDAY ... 13th May 1903.  
+ ROON ... WEDNESDAY ... 27th May 1903.  
+ PRINZ REG. LUITPOLD ... THURSDAY ... 11th June 1903.  
\* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON WEDNESDAY, the 24th day of December, 1902, at Noon, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Blecker, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till NOON on MONDAY, the 22nd December, and Specie will be received on Board until 5 P.M. on TUESDAY, the 23rd December, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 23rd December.  
Contents of Packages are required. No Parcel Receipts will be signed for less than 32.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewards.  
Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO., AGENTS.  
Hongkong, 17th December, 1902. [15]

**HONGKONG-MANILA.**  
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.  
**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila Direct.	24th Dec., at Noon.
PERLA	1980	J. McGinty		
RUBI	2540	R. W. Almond		
DIAMANTE	1980	A. H. Notley		

For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 16th December, 1902. [2081]

**HAMBURG-AMERIKA LINIE.**  
**NORDDEUTSCHER LLOYD.**  
OSTASIATISCHER FRECHTDAMPFER DIENST.  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.  
STEAMERS. DESTINATIONS. SAILING DATES.  
ADRIA ... NEW YORK, VIA PORTS ... On 28th Dec. Freight.  
ALEXIA ... GENOA and HAMBURG ... On 31st Dec. Freight.  
Capt. Schenck ... (Calling at Singapore and Penang) ...  
NURNBERG ... HAMBURG and HAMBURG ... On 13th Jan. Freight.  
SILESIA ... HAMBURG and HAMBURG ... On 27th Jan. Freight & Passengers.  
Capt. Bab ... (Calling at Singapore and Penang) ...  
WURZBURG ... HAMBURG and HAMBURG ... On 10th Feb. Freight & Passengers.  
Capt. v. Binzer ... (Calling at Singapore and Penang) ...  
C. F. L. LAIBER ... HAMBURG and HAMBURG ... On 24th Feb. Freight.  
Capt. Fuchs ... (Calling at Singapore and Penang) ...

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.



## OCEAN STEAM SHIP COMPANY, LD.

## FORTNIGHTLY SAILINGS FOR LONDON.

## MONTHLY SAILINGS FOR LIVERPOOL.

FROM		OUTWARDS.	STEAMERS	DUE
GLASGOW	and LIVERPOOL...	"TLEMACHUS"	.....	On 31st December.
GLASGOW	and LIVERPOOL...	"PROMETHEUS"	.....	On 8th January.
GLASGOW	and LIVERPOOL...	"PYRRHUS"	.....	On 14th January.
GLASGOW	and LIVERPOOL...	"DIOMED"	.....	On 28th January.

FOR		HOMEWARDS.	TO SAIL
LONDON	.....	"ULYSSES"	On 23rd December.
LONDON	.....	"PELEUS"	On 6th January.
LONDON	.....	"ANTENOR"	On 20th January.
LONDON	.....	"TELEMACHUS"	On 3rd February.
LONDON	.....	"PROMETHEUS"	On 17th February.
LIVERPOOL DIRECT	.....	"TYDEUS"	On 20th January.

{ Taking Cargo at London, Enrica }

(Taking Cargo at London Rates) "The S.S. 'ULYSSES' left Shanghai on the 19th inst., via Amoy, and is due here on the 23rd inst., A.M.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM		OUTWARDS.	STEAMERS	DUE
GLASGOW	LIVERPOOL	"NINGCHOW"	On 23rd December.	
GLASGOW	LIVERPOOL	"PAKING"	On 22nd January.	
GLASGOW	LIVERPOOL	"CHINGWO"	On 3rd February.	

HOMEWARDS.			
FOR	STEAMER	TO SAIL	
MARSEILLES, HAVRE, LON- DON and ANTWERP .....	"TEENKAI"	On	23rd December.
NAPLES, LE GHORN and LONDON .....	"HYSON"	On	23rd December.
MARSEILLES, AMSTERDAM and ANTWERP .....	"OOPACK"	On	16th January.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VANCOUVER and all PACIFIC COAST	"NINGCHOW"	On 25th December.
POINTS, VIA NAGASAKI, KOBE		
and YOKOHAMA		

The S.S. "NINGCHOW" left Singapore on the 18th inst., and is expected here on the 23rd inst.

The S.S. "HYSON" left Moji on the 19th inst., and is expected here on the 23rd inst.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, SAMARANG and SOERABAYA	"KWEIYANG"	On 22nd December.
SHANGHAI	"YUNNAN"	On 23rd December.
SHANGHAI	"KANSU"	On 27th December.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, CAIRNS,		
TOWNSVILLE, BRISBANE,		
SYDNEY and MELBOURNE	"CHINGTU"	On 29th December.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried. Taking Cargo on through bills of lading, all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

See Special Advertisement.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS.

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES, LONDON and	MALACCA	Next, 24th	Freight or Passage.
ANTWERP, YOKOHAMA, VIA	A. F. Street	December	
SHANGHAI, MOJI and KOBE	MASILA	About 25th	Freight or Passage.
(Passing through the	R. A. Peters	December	
Inland Sea)			
LONDON, &c.	VALETTA	Noon, 3rd	See Special Advertisement
	W. B. Palmer, R.N.	January	
SHANGHAI	CHUSAN	About 3rd	Freight or Passage.
	C. L. Daniel	January	

## PASSENGER SEASON 1903.

FOR MARSEILLES, PLYMOUTH	AND LONDON DIRECT	WITHOUT TRANSIT	REMARKS.
			For further particulars, apply to

Hongkong, 22nd December, 1902.

E. A. HEWETT,

Superintendent.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MOJI, KOBE	PORTLAND, OREGON	OREGON RAILROAD & NAVIGATION CO.
AND YOKOHAMA FOR		
OPERATING IN CONNECTION WITH THE		
STEAMSHIP	TONS.	CAPTAIN
"INDRAVELLI"	4,899	W. C. Crane
"INDRAPURA"	4,899	A. E. Hollingsworth

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 9th December, 1902.



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"SILESIA"

Captain Ghezzi, will leave for the above places on THURSDAY, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to

SANDER, WIELER &amp; CO.,

Agents.

Hongkong, 18th December, 1902.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"VALETTA"

Captain W. B. Palmer, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 3rd January, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &amp;c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 17th December, 1902.

Hongkong, 22nd December, 1902.

## THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

## FOR SHANGHAI, PORT ARTHUR AND VLADIVOSTOCK.

## THE Russian Steamer

"KOREA"

Captain Pernitz, will be ready to load here on or about the 15th December, for the above ports, and will have quick despatch.

For Freight or Passage, apply to

MELCHERS &amp; CO.,

Agents.

Hongkong, 27th November, 1902.

## NORDEUTSCHE LLOYD, BREMEN

## STEAM FOR SANDAKAN.

The Company's Steamship

"SANDAKAN"

Captain Schmutz, will be ready to load for the above port on the 17th inst.

For Freight or Passage, apply to

MELCHERS &amp; CO.,

Agents.

Hongkong, 16th December, 1902.

## CHINA NAVIGATION CO., LD.

## HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHINGTU" leaves on 29th December.

"TAIYUAN" " " 20th January.

"TSINAN" " " 16th February.

"CHANGSHA" " " 7th March.

Superior accommodation and ships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Daily qualified European Surgeons carried.

BUTTERFIELD &amp; SWIRE

AGENTS

CHINA NAVIGATION CO., LD.

Hongkong, 8th December, 1902.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 29th December, 1902, at 1 p.m., the Company's Steamship "TONKIN" Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This steamer connects at COLOMBO with the s.s. Ville de la Citadelle, which vessel takes on her Passengers and Mails, leaving that port on the 16th January, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m., on the 28th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 17th December, 1902.

## "BEN" LINE OF STEAMERS

FOR GENOA, LONDON AND ANTWERP.

THE Steamship

"BENLOMOND"

Captain Sturton, will be despatched as above on or about the 3rd January, 1903.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 18th December, 1902.

## "GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship

"GLENLOCHY"

Captain E. J. Stallard, will be despatched as above on MONDAY, the 5th January, 1903.

For Freight, apply to

McGREGOR BROS. &amp; GOW,

Agents.

Hongkong, 17th December, 1902.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at MOI, PORT HARBOR, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.

THE Steamship

"EASTERN"

Captain Ellis, will be despatched as above on FRIDAY, the 9th January, 1903, at DAYLIGHT. This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage. This steamer is installed throughout with the Electric Light.

A Stewardess and a fully qualified Surgeon are carried.

N.B.—To a sure and additional comfort of passenger the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 18th December, 1902.

## NATAL LINE OF STEAMERS.

## THE Underwritten GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPESPORT every fortnight. For Freight and further particulars, apply to

DODWELL &amp; CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897.

## NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SILESIA"

Captain Bahl, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day, the 18th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining unred after the 25th inst. will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 18th December, 1902.

## STEAMSHIP "LAOS"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre-ex-s.s. Tyne, and from Bordeaux ex s.s. Ville de la Citadelle, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M., To-day, 16th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 22nd inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd inst., or they will not be recognised.

All damaged packages will be examined on Monday, the 22nd inst., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 16th December, 1902.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"BALLAARAT"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &amp;c. ex s.s. Britannia.

From Persian Gulf, ex B. I. S. N. and B. &amp; P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 p.m. To-day, 19th inst.

Goods not cleared by the 26th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives, appointed 4 hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 19th December, 1902.

## NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—

DAYLIGHT, British 4-m. barque, James Reade.

Standard Oil Co.

EVIE J. RAY, American barque, F. Carson.

Sander, Wieler &amp; Co.

Loretto, Italian barque, A. M. Schiaffino.

Order.

## BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

LEADS QUANTITY AND

THE BREWERY LAGER BEER IN THE WORLD.

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilised after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, refreshingly sparkling, and perfectly pure.

F. BLACKHEAD &amp; CO.,

Sole Agents.

Hongkong, 25th July, 1902.

## HONGKONG.

## STEAMERS.

Ariel, Norwegian str., 993, Repen, Dec. 20.	Loyal, German str., 1,237, Buhrman, Dec. 2.
Order	Sander, Wieler & Co
Athenian, British str., 2,149, Mowatt, Dec. 21.	Lyseomom, Ger. str., 1,238, Lehmann, Dec. 20.
C. P. R. Co	Siemssen & Co
Bannock, British str., 1,932, Wallace, Dec. 6.	Machow, German str., 935, Hayer, Nov. 24.
Gibb, Livingston & Co	Melchers & Co
Brusild, German str., 862, Selk, Dec. 18.	Maidaura Maru, Jap. str., 667, Saitow, Dec. 20.
Sander, Wieler & Co	Mitsui Bussan Kaisha
Bygde, Norwegian str., 771, Carlson, Nov. 13.	Mario Johsen, German str., Bondianen, Dec. 17.
Sander, Wieler & Co	Jebson & Co
Changchow, British str., 1,202, Pearce, Dec. 21.	Merioneth-lure, British str., 1,949, Barch, Dec. 21.
Butterfield & Swire	Shewan, Tomes & Co
Cheltenham, British str., 2,415, Brophy, Dec. 8.	Mongkut, German str., 859, Gotsche, Dec. 18.
Chinese	Melchers & Co
Chibbi, British steamer, 1,183, McKay, Dec. 4.	Ningpo, British str., 1,228, Richards, Dec. 20.
Butterfield & Swire	Butterfield & Swire
China, German steamer, 1,113, Krubbe, Dec. 12.	Opadek, British str., 2,517, Barber, Dec. 12.
Order	Butterfield & Swire
Chowal, German str., 1,115, Pentor, Dec. 17.	Pharmang, German str., 1,021, Reimann, Nov. 24.
Butterfield & Swire	24, Butterfield & Swire
Daig Maru, Japanese str., 840, Groves, Dec. 10.	Promethus, Norw. str., 1,023, Larsbrigan, Dec. 12.
Osaka Shosen Kaisha	12, Muster
Daigun Maru, Jap. str., 899, Ogata, Dec. 17.	Pronto, German str., 632, Grandt, Dec. 3.
Osaka Shosen Kaisha	Chinese
Decima, German str., 774, Schalkier, Dec. 20.	Pronto, Norwegian str., 837, Seeborg, Dec. 17.
Sander, Wieler & Co	Sander, Wieler & Co
Deutero, German str., 1,001, Frahm, Dec. 3.	Rosetta Maru, Jap. str., 2,492, Tate, Dec. 21.
Siemssen & Co	Mitsui Bussan Kaisha
Doric, Norwegian str., 965, Jacobsen, Nov. 30.	Sabine, American str., 690, Nasbot, Dec. 8.
Chinese	Arnholt, Karberg & Co
Dott, Norwegian str., 620, Haraldsen, Dec. 20.	Saga, Norwegian str., 690, Natvig, Nov. 23.
Chamberton, British bark, 1,773, Thomas, Dec. 19.	Sander, Wieler & Co
Standard Oil & Co	Santis, Norwegian str., 867, Koren, Dec. 10.
Elita Nossack, Ger. str., 1,167, Bruhn, Dec. 20.	Melchors & Co
East Asiatic Trading Co	Sanni, British str., 1,249, Garmungung, Dec. 20.
Eros, Norwegian str., 704, Rantz, Dec. 21.	Butterfield & Swire
Chinese	Shinao Maru, Jap. str., 3,900, Thompson, Dec. 21.
Esmeralda, British str., 966, Kynock, Dec. 7.	2, Nippon Yusen Kaisha
Shewan, Tomes & Co	Silesia, German str., 3,138, Bahle, Dec. 18.
Fritthof, Norwegian str., 891, Haraldsen, Dec. 12.	Hamburg-America Linie
Sander, Wieler & Co	Skuld, Norwegian str., 914, Berthom, Dec. 21.
Gaelic, British str., 4,206, Finch, Dec. 17.	Sconcar, Russian str., 814, Kastyrin, Dec. 7.
De & Co, S. M.	Siemssen & Co
Hallcock, British str., 783, Gibson, Dec. 11.	Sukota Maru, Jap. str., 884, Jinamoto, Dec. 21.
Douglas Lauprik & Co	Order
Haldia, Norwegian str., 1,065, Jensen, Dec. 18.	Taisang, British str., 1,544, Bradley, Dec. 10.
Chinese	Jardine, Matheson & Co
Haiphong, French str., 874, Ristorcelli, Dec. 18.	Taisian, British str., 1,121, Jenkins, Dec. 2.
Order	Bradley & Co
Halvard, Norwegian str., 1,066, Salvessen, Dec. 10.	Tetarts, German str., 1,578, Diuse, Dec. 19.
Sander, Wieler & Co	Siemssen & Co
Hanyang, British str., 1,207, Jameson, Dec. 4.	Tremont, British str., 1,045, Anderson, Dec. 7.
Butterfield & Swire	2, Jameson & Co
Hermann Menzell, German str., 1,035, Schlutt, Dec. 1.	Tremont, British str., 998, Garlick, Dec. 8.
East Asiatic Trading Co	Dodwell & Co, Limited
Hilkebo, German str., 1,329, Hallstrom, Dec. 11.	Triumph, German str., 789, Hansen, Dec. 20.
Mitsui Bussan Kaisha	Jebson & Co
Hongkong, French str., 788, Panier, Dec. 20.	Tsurungin Maru, Jap. str., 2,260, Narasaki, Dec. 11.
A. R. Marty	M. E. Kaisha
Hudson, British steamer, 1,241, Frazier, Dec. 6.	Tyr, Norwegian str., 1,417, Danielsen, Dec. 16.
Butterfield & Swire	Norwegian Consul
Kampot, French str., 412, Bayay, Dec. 21.	Ufabrads, Norw. str., 1,269, Anderson, Dec. 5.
Chinese	Sander, Wieler & Co
Kuazugawa Maru, Jap. str., 3,823, McKenzie, Dec. 11.	Victoria, Swedish str., 989, Hellberg, Dec. 10.
Nippon Yusen Kaisha	Chinese
Keelung Maru, Jap. str., Sobajian, Dec. 20.	Victoria, American str., 2,112, Panton, Dec. 20.
Osaka Shosen Kaisha	Dodwell & Co, Ltd
Kamekura, British str., 2,078, Buller, Dec. 10.	Wakamatsu Maru, Jap. str., 2,721, Sakamo, Dec. 20.
Jardine, Matheson & Co	Order
Kwangio, Chinese str., 1,467, Lincoln, Nov. 20.	Wulu, British steamer, 1,250, Stringer, Dec. 12.
Chinese	Butterfield & Swire
Kwangio, British str., 1,238, Harris, Dec. 21.	Yunnan, British str., 1,201, Benson, Dec. 5.
Butterfield & Swire	Butterfield & Swire
Lena, Norwegian str., 779, Borge, Dec. 7.	Zafira, British str., 1,611, Rodger, Dec. 20.
Sander, Wieler & Co	Shewan, Tomes & Co



